

## SEEKING MANY HURT, AS STREET OVER NEW SUBWAY CAVED AFTER BLAST

six inch smaller water mains, and the water rushed down into the clutter of timbers with their human prisoners.

The surface car—there were more than fifty persons in it, although the register showed that seventy-eight fares had been rung up since it left the ferry—fell straight down. To observers on the street level it appeared that the trucks had not left the tracks. At either end of the chasm the tracks had bent downward and then snapped off under the strain. The debris fell over the cars. The firemen found a girl caught under the front step. It looked to them as if she had tried to leap clear just before the car struck the bottom.

Those inside were terribly hurt. As the firemen and the police ran toward it, they heard cries and groans. Girls shrieked that their arms and legs were broken. Capt. Ferdinand Butenschon of Engine 19 saw the girl who was pinned under the front step. He called for help and two score mighty backs bent to the burden of the car. They lifted the front end clear and Butenschon picked up the dead girl. That was after the first rescue work had been done.

William Thompson, chief engineer for the National Cloak and Suit Company, was in his engine room at the southeast corner of the big building, which extends from Twenty-fourth street to Twenty-fifth street, when Irving Hall, his assistant, called to him that there had been an accident in the subway. They got fifteen men together and gathered ladders, ropes and coils of wire they hurried out. Men who were in the excavation and who hadn't been hurt fastened the ropes and wires around women and girls, some of them badly injured. These were hauled up to the street level by Thompson and his men.

## Chief Kenon There Quickly.

Fire Chief Kenon had come on the first alarm—it was from Box 47, the same one from which the alarm for the fire in the Famous Players Film Company recently came—and immediately turned in a second alarm. The hose companies arriving first found that the high pressure was gone and a call for steamers was sent. It brought nineteen of the old engines. They got water from the stand pipe of the National Cloak and Suit Company to put out the fire that had started among the crushed timbers. Then Chief Kenon signalled for additional help—the signal known as the "four threes"—and reserve firemen came from every section of the city, seventy of them in all.

The firemen put down their long ladders into the excavation, and after that the work of setting the injured and dead to the surface proceeded rapidly. Ambulances had been summoned from New York Hospital, St. Vincent's, Bellevue and Polytechnic. Before their arrival a great many persons had been carried into the cloak company's building. Theodore F. Marzeels, the vice-president and general manager, who arrived at his office at 8:30 o'clock, ordered the place to be thrown open to the injured. His employees came in two shifts, one at 8 o'clock and another at 8:30. While the early rescue work was at its height hundreds of girls came running in to learn about their friends or to report for work. Only the rarest kind of discipline prevented a panic.

## Woman Takes Full Charge.

Miss Virginia Spencer, who is in charge of the welfare work of the company, just happened to get there at 8 o'clock, a half hour before the usual time she reports to her superior, Miss Mary T. Madden, head nurse in the company's hospital, and Miss Caroline Peck, assistant to Miss Madden. She found the injured and made them as comfortable as possible until the arrival of the ambulance surgeons.

Miss Spencer related several curious incidents to indicate the conditions that she and her assistants had to face. One woman whose leg was broken kept grabbing at the air as she lay on one of the tables that had been set up. She said that when she was in the company's hospital, she had been told that when she was hurt she should grab at the air. Another woman insisted that she had lost her right eye. To quiet her the other women told her when she was hurt she should close her eyes and when she was hurt she should close her eyes. One man, an Italian, yelled loudly that he would lose his job if he did not get out immediately. They had to send for his employer to quiet him and he refused to go to the hospital until he had been assured that his job was safe.

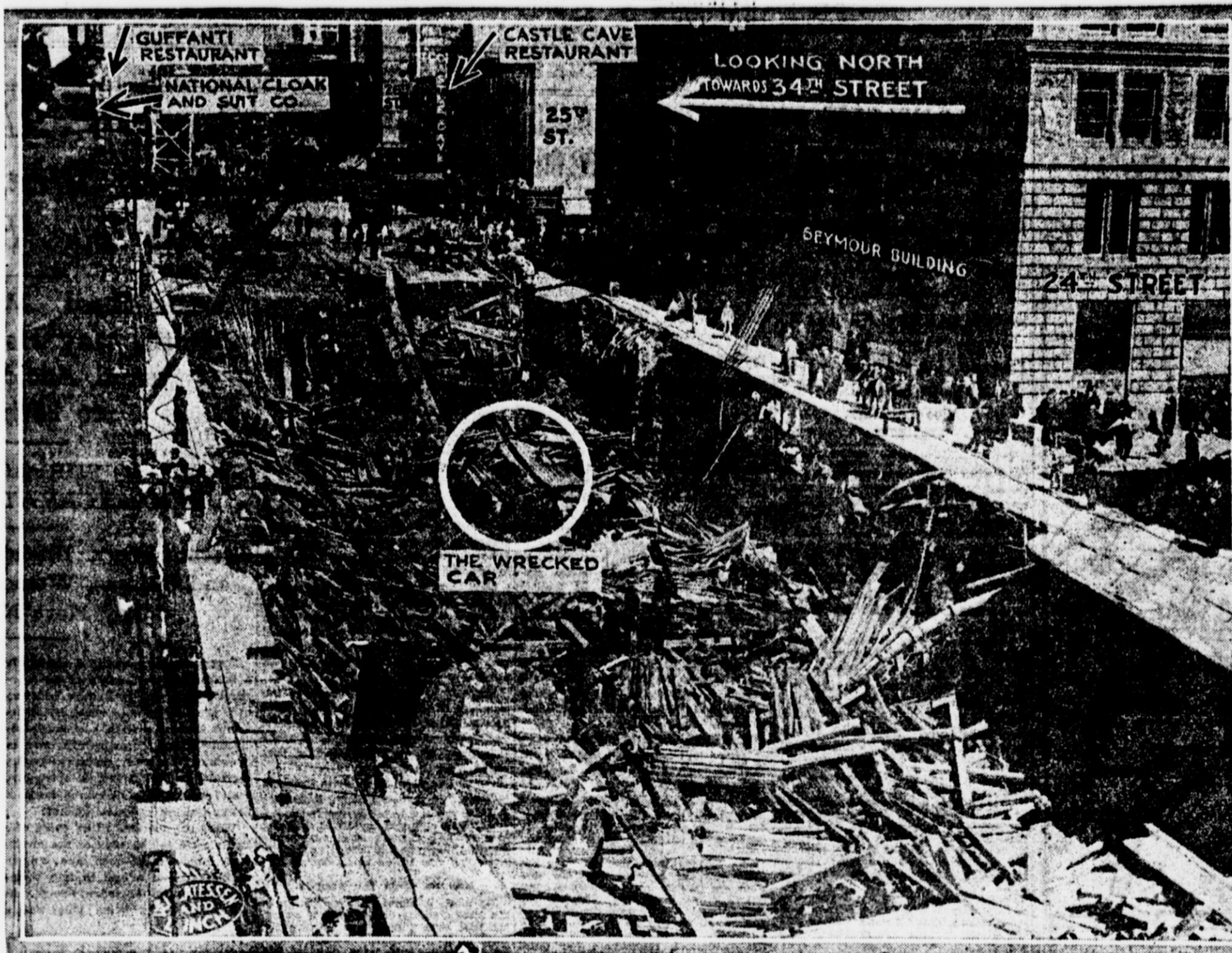
## Man Helps Rescue Three.

Max Greenberg of 19 East 112th street, a shipping clerk for the company, had just left his home at Twenty-third street and Seventh avenue when he heard the crash of the falling roadway. He clambered into the excavation and found an officer known to him only as "Pete," helped him to safety and then made his way to the trolley car. He said that he had seen three men, a woman and a child, who were pinned under the rear end of the car. He helped them to safety and then made his way to the trolley car.

Alex Koehler was the chauffeur of the beer truck that fell into the excavation. He said he had backed the truck up to Becker's saloon, which is known as "Under the Banners," and was getting out a drink. He took ten minutes to drink it and was just going through the swinging doors when the roof fell on him and fifteen barrels of beer dropped out of sight. He called to Becker and was astonished to see Becker's face twisted with fright. Just a minute before the roof had fallen on him, his eleven-year-old daughter Emily started across the street with William Scott, a porter, who takes her to mass every morning and then to school. Becker was in fear for his daughter's safety for an hour. At the end of that time Scott appeared with the word that he and Emily had barely got across the street when it caved in. He took the child on to mass at St. Columba's Church in Twenty-fifth street and then came back to aid in the rescue work. He said it didn't occur to him that Becker and his wife might worry about the child.

Lieut. John Sanders, Sergeant John Butler and the six men of Fire Patrol No. 3 did heroic work in getting out injured and frightened persons. When they arrived they had no long ladders, so used ordinary scaling ladders and ropes. They gave their attention to the trolley car, from which there were rising cries for help.

Father Rogers and Father Higgins of St. Columba's Church and the Rev. M. McMahon, a Paulist father, went into the excavation with the firemen. They gave what comfort they could to the injured and administered the last rites to those who were believed to be dying. William Dennison, an engineer employed in the subway work, was caught under a sixteen inch timber. When the firemen got to him he was still conscious. He told them he had a son in the department. He would be all right, he said, if some one would get that timber off his shoulder. It took them thirty-five minutes to free him, but he refused a drink



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THE great hole in Seventh avenue caused by the caving of the new subway, following a dynamite blast. The shoring, pillars and surface timbering for a distance of more than 300 feet, extending from a point about 60 feet south of Twenty-fourth street almost to the corner of Twenty-fifth street fell into the excavation, carrying a Seventh avenue car containing seventy-nine persons, a brewery truck, a cart and a

number of people in with it. The photograph was taken with the camera pointing north from Twenty-third street. The smashed car lies almost opposite the northern end of the Seymour Building. On the left side of the avenue is the National Cloak and Suit Building, where the injured were carried after being taken out of the excavation by firemen, who used their fire ladders to get them to the street surface.

## SIX BODIES RECOVERED; WOMAN DIES AFTERWARD

Several in Hospitals Severely Injured, Their Limbs Fractured or Suffering From Internal Hurts—Many Others Sent Home After Treatment for Shock.

## THE DEAD.

DALEIGH, TONI, 36, a laborer, 20 Clinton street, Brooklyn, broken legs, Bellevue Hospital, died.

DE MUCCI, JAMES, 21, laborer, 233 East Twenty-third street, Bellevue Hospital, died.

KIRKMAN, LOUIS, cloakmaker, 303 East Eighth street, Bellevue Hospital, died.

NATHAN, MATHIA, 67, 243 West 10th street, Bellevue Hospital, died.

STEVART, MRS. ZADIE C., 63, died at St. Vincent's Hospital.

TOBI, STEPHEN, 32, laborer, 90 Avenue A, died.

THE INJURED.

ALTMAN, MARY, 19, operator, 440 East 10th street, Bellevue Hospital, died.

ASPEL, LOUIS, operator, 1002 Second street, Bellevue Hospital, died.

BERKOWITZ, TACOR, 49, 59 East Eighth street, Bellevue Hospital, died.

BIDGGS, PARSICO, 23, laborer, 93 East 10th street, Bellevue Hospital, died.

BURK, RICHARD, 18, laborer, 169 Suffolk street, Bellevue Hospital, died.

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CANTOW, BERTHA, 15, 204 Sixth street, Bellevue Hospital, died.

CLARK, SARAH, 19, laborer, 303 East Eighth street, Bellevue Hospital, died.

COHN, BENNIE, 22, 389 South Second street, Bellevue Hospital, died.

CUTHERSON, ISRAEL, 23, 470 East 10th street, Bellevue Hospital, died.

DENISON, WILLIAM, 57, engineer, 2189 Washington street, Bellevue Hospital, died.

FELDER, FELICE, 19, operator, 131 Grand avenue, Bellevue Hospital, died.

FROHICH, NATHAN, 20, laborer, 58 Sher-iff street, Bellevue Hospital, died.

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GOLDMAN, SIDOR, 18, operator, 145 East 10th street, Bellevue Hospital, died.

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"It must be remembered that these are only theories," said Mr. Ridgway, "but we must remain so probably until we can get the testimony of all the workmen who were in the neighborhood of Twenty-fifth street and that as a result of it a piece of rock was projected against the timbering of that the shock of the blast itself displaced one of the vertical supports of the temporary decking. This support may have given way, causing the timbering and decking immediately above to settle down. This settling down may have exerted a pull to the north on the decking and timbering south of it, this pull continuing in waves until all the timbering between Twenty-fourth and Twenty-fifth streets went down."

"The other theory," continued Mr. Ridgway, "is that during the night some sewer gas fumes accumulated in the excavation and that when this morning's blast went off it set fire to this gas."

"It is impossible, I think," said Mr. Ridgway, "that a blast could loosen all the timbers and cause so complete a caving. The shoring in this section of the subway is among the best in the city, and was inspected very often. It was to have been replaced with steel and iron shoring throughout today, but no notice has ever been reported to the company."

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